



Talk Among Friends

First Quarter 2018

TAF Derailed!

by Ken Miller (miller@nwhs.org)

Unfortunately, the Talk Among Friends has gotten badly off schedule in 2017. Call it what you want, but the editor waited on materials that were promised and never sent. Then the convention advance work took time away, and finally, my real job turned into time and a half basis. Irregardless, the TAF remained incomplete.

I apologize for that, however, it does take a fairly significant amount of time to complete this project, and those paychecks from my real life job are kinda important! There is a plan in place to improve the TAF and get it on schedule for next year, so it is current, and in hand on a regular basis.

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Dean Taylor worked with the Holiday Inn Valley View to get an NWHS corporate account set up for NWHS members when they visit Roanoke. The hotel is located at: 3315 Ordway Dr., Roanoke, VA 24017

Reservations can be made through the hotel's website at: www.holidayinn.com/roavalleyview

The corporate ID account number is: 786849413

This account will give NWHS members a rate of \$89 night, based on room availability. Rooms are scarce during events such as Virginia Tech or Liberty University graduations

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Even though we just completed a convention (seems like just last week!) we are making the preparations for 2018. Convention Chairman Todd Arnett has been hard at work arranging the details. Please see the announcement on page 3 followed by the tentative schedule. These conventions are a lot of work to organize and arrange, and all members should try to attend. You might make some new friends, meet folks you might only know via email or facebook, hopefully learn something new, and enjoy the fellowship of the organization. It is also your chance to speak up at a membership meeting.

Call for Nominations For Board of Directors

Each year, the terms of three of the nine Directors of the Society expire and the seats come up for election to a three-year term of office. This year the seats held by Harold Davenport, Roger Link and Ed Painter are up for election and each of those three directors are eligible to run for another term as a Director.

All members of the Society are eligible to run for a seat on the Board of Directors and the Society encourages all members who are interested in running and serving the Society. To this end, Harold Davenport, the NWHS Election Committee Chairman, is seeking nominations of members to be candidates in the up-coming elections.

Nominations can be made through the end of February 2018. All nominations should be sent to Harold Davenport at davenport@nwhs.org. The election will be held in the spring of 2018, with ballots needing to be in by May 1, 2018 with the new directors announced at the general membership meeting at the 2018 Convention.

Description of the Duties of a Director

Collectively, the Board of Directors assumes fiduciary, legal and philosophical responsibility for all N&W Historical Society activities. The Board of Directors is responsible for establishing society policy, approving the annual budget and determining the goals of the Society in accordance with its mission statement.

A Director should have a strong interest in the society's purpose and goals and in serving the membership. In addition, a members experience in or knowledge of administration, finance, program development, marketing, media communications, railroad and regional history, railroad modeling are useful strengths that can be directly applied to the administration of the Society and its projects and plans. Also, a Director participates in implementing the Society's Mission Statement: The Society exists to serve the interests of its Members and the public at large in the Norfolk & Western and Virginian railways. To that end, it shall, among other activities, acquire, preserve, archive, and make available to the public, historians, museums, and other railroad historical groups, the historical documents, including drawings, photographs, and other graphics, of the two railroads.

As an aid to general education about the role the Norfolk & Western and Virginian railways played in the industrial development of the Central Appalachian Region, the Society shall promote the history of the two railroads through the publication of a magazine and other materials for its Members, books and articles, via web media, and by participation in appropriate events.

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Stasburg Convention

If you did not attend the N&WHS Annual Convention in Strasburg, PA in July, you missed a great show! While I did not even take a camera, fortunately, Ron Davis did, and provided us with a some good photos.

We had a very good attendance this year, over 70 registered. Yes, we all knew that it was further off-line, we did not get the notice out nearly soon enough and having the date changed while we waited on confirmation of an event that did not happen, did not help us get as many members out as we liked. However, if you did not make the effort, you really missed a fine experience with great steam power in the form of the Class M No. 475 (lettered for us as Norfolk and Western!), much good fellowship, interesting clinics an excellent picnic with rail activity, and a scrumptious banquet with a very entertaining presentation by Linn Moedinger of the Strasburg Railroad on his adventure on moving one of their first steam locomotives to the Strasburg, only to be caught half way home in a major flood! It was an excellent slide show and story.

If you have not been to the Railroad Museum of Pennsylvania in recent years, it is truly an outstanding facility, with a lot of beautifully restored equipment inside. The place is clean and well lit inside with equipment displayed on tracks spaced far enough apart to allow you to step back and take a wider look. Two locomotives had a connection to the N&W and VGN, the beautifully painted and lettered Pennsylvania E-44 electric is General Electric's next version of the VGN EL-C and nearby, also beautifully painted was a Pennsy GP9, much like the ones N&W leased to speed dieseliza-



Just some of the activities for our convention at Strasburg: Top: 475 struts her stuff at the picnic, which was well attended (below), Bottom: the star of our show was 475 on a mixed train as our group sets a wide photo line. Ron Davis photos

tion. The Strasburg railroad meets all the superlatives as well.

Out thanks to all the folks who worked so hard to make this event happen and an unqualified success! As soon as I begin to name people, I will leave someone out, so I will only name one person, Dean Taylor, who single handedly put in more time on the event than anyone else involved. Dean manned the Commissary through the entire convention and got no time to go and participate in other events and deserves a big round of applause for his persistence!

And if you think Stasburg was good, just wait for next year! See that story elsewhere in this issue.



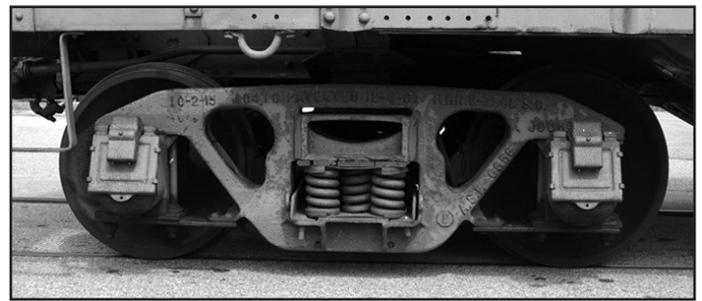


Stasburg Equipment

Member Everett Young did a nice photo essay and research on the beautifully restored Strasburg equipment. We thought members might appreciate the details on what we saw there. So with his permission, we present a photo gallery of the various restored freight equipment there. All: Everett Young



SRR 150 is lettered for the New York, Ontario & Western on one side and D&RGW on the other. In truth it is ex-NYC or P&LE (shopped McKees Rocks, Pa. shops on P&LE in 1967). The trucks are embossed "NYC." Looks like it has been modified to spread ballast.



PRR 194796 was built by American Car & Foundry in 1916 as class H21. Pennsy only had 39,699 of these in 10 different sub-classes.



Tidewater Oil Co./Getty Oil Co. was built by General American Tank Car Corp. in 1923. It was acquired in 2004 after serving as an engine fuel car for CNJ and NJ-DOT.

CV 40025 was built in 1924 and acquired in 1976. It is equipped with grain hatches.





PRR 96451 was built by Pressed Steel Car Co. in 1907 for Subsidiary New York, Philadelphia & Norfolk.



Ma & Ma 713 was built by the Baltimore Steel Car & Foundry in 1906 and acquired by SRR in 1960.



Rutland 6081 was built in 1924 and acquired in 1999. The railroad introduced “The Whippet” in 1939 as a fast freight route between Boston and Norwood, NY. The slogan was painted on rolling stock, cabooses and at least one locomotive.



PRR 476087 “bobber” was built in 1910 and acquired in 1959.



Cab 12 was built by the Baltimore Car & Foundry in 1925 for the Detroit, Toledo & Ironton as their no. 95. SRR acquired it in 1964.

N&WHS on the Road Again

Ken Miller

We are working hard to make sure the N&WHS is known out in the community. We have a great archive, nice magazine, but unless you are really part of the fan community, you don't know too much about the Society.

To that vein, Dean Taylor and I were requested by the Ashe County (NC) Historical Society to come and speak at their Annual Meeting on June 10th in West Jefferson,

North Carolina. West Jefferson, as many of you are aware, was the ending point (after being cut back from Todd, NC) of the famed Abingdon Branch.

They wanted a presentation obviously on the history of the branch, but as I told them that morning, what could I tell them about the history of the branch that they probably hadn't already heard?

Instead, I gave them a lead up to how the N&W came to be, and how it related to Abingdon and the branch was ultimately developed with the back story of William Mahone and how he managed to bring all the pieces together to form

the basis of what would become the N&W.

Dean and I kind of work as a team on things like this, I tell the basic story, and Dean will interject or comment on areas of his expertise and we play it back and forth. Dean happens to be a blaster in real life, when I talk about building the railroad with sweat, mules and black powder, Dean can really bring that to life for the audience. No, he does not use black powder today, obviously, but the principals and stories are very similar. The folks seemed to enjoy the interplay we had, and that encouraged questions.

We were on for probably close to an hour and our attendees seemed to be interested, at least I did not see anyone asleep! Even better, I did have one Abingdon Branch story that no one there had ever heard. I spoke of how the line was a lifeline to the outside world in the era of poor roads and vehicles. In the winter of 1942, snow was falling heavily as Mrs. Wade Weaver was about to give birth at her home about 5 miles from Whitetop. However, complications came in and she became critically ill and needed advanced medical care. The family managed to contact the agent at Whitetop, and conductor J.F. Anderson held the train for almost three hours, while Mrs. Weaver was carried to the station in the deepening snow on a horse drawn sled. She was quickly loaded onto the train and the rescue mission headed off to Abingdon as fast as it could.

Mrs. Weaver gave birth to a son, Dick Weaver at the hospital in Abingdon, and in everlasting recognition to the railroad who brought her there and may well have saved her life. She gave little Dicky the middle name of "Norwest" combining the Norfolk and the Western.

Folks did ask questions, and as we said, if we did not know an answer, we'd make one up for them. Luckily, we didn't have to! They were interested in the Society and wanted to know more. One member took us over to the Historical Society's Museum to proudly show off their HO scale representation of West Jefferson, Tuckerdale and Lansing, all to excellent effect.

They also asked question about a C-31 caboose they had acquired and were expecting to be delivered by truck most any day. The Historical Society folks were all ready to get it painted and looking good soon after its arrival. So, I provided them with information on the correct blue and yellow paint and we think there might be a N&WHS Extra Force trip in the future to letter their cab.

Going out on the road like this is a fun experience, nice to meet new folks and share our love and interest in the Norfolk and Western. I do believe we picked up at least two new members out of the trip!

Come on and volunteer to help out on getting the word out about the N&W and its Historical Society!

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Archives Reports

by *Dave Stephenson*

Report No. 238

Work Session: April 6-9, 2017

Attending: Jim Blackstock, Bob Bowers, Harry Bundy, Landon Gregory, Gordon Hamilton, Larry Hill, Chris and Harold Hunley, Cecil Jones, Roger Link, Charlie Schlotthober, Ben Shank, Joe Shaw

Next Session: May 11-14, 2017

We had 14 attendees at the work session this month. Work session hours are 8:00a-4:00p Thurs-Sat and Sunday (starting 12:30p).

Be sure to fill out a donation form when accepting materials. The form is on the web site at

<http://www.nwhs.org/archives/DonationForm.pdf>

This month's archives report was written using contributions from many of the volunteers.

Specific Research Requests

The reporting of completed requests reflects the previous 12 months instead of work-session-to-work-session:

Apr 2016	7
May	8
June	3
July	3
Aug	3
Sept	5
Oct	6
Nov	3
Dec	8
Jan 2017	8
Feb.	8
Mar	8
..... Total	56

Ron Davis, Gordon Hamilton, Cecil Jones, Roger Link, Rachel Taylor, and Dave Stephenson worked on research requests.

Database Entry

Fred Boettner – maintenance-of-way camp equipment slides from the R. G. Bowers collection

Joe Shaw - right of way maps, plans, mine track layouts, VGN yard buildings at Princeton, N&W Railroad maps, lines and profiles, N&W freight traffic density map (1946), Chesapeake and Western profiles, B&O Valley Railroad profiles

Roger Link - slides from the August Thieme collection, N&W steam from Shawsville west to Ripplemead. HS-CC series drawings of various division maps, N&W Railroad maps and drawings (1881-1895).

Jim Blackstock - HS-D series drawings, Caterpillar re-powered GP9, misc buildings and structures

Harry Bundy - HS-C, CC, D, E and G drawings, misc buildings, maps, locomotive parts

Ron Davis - slides from the R. G. Bowers collection

Gordon Hamilton - previously accessioned items from the N&W Motive Power Department library, which consisted of a book on superheated steam from locomotives and others on accessories such as stokers, lubricators and booster engines

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General Archives Activities

Charlie Schlotthober, Joe Shaw and Larry Hill scanned drawings for orders and continued working on scanning mechanical drawings for the collection.

Alex Schust noted that we have a number of small books and ledgers in the 8 x 12-inch range from ¼-inch to 1-1/2 inches thick. He suggested that these be put in Hollinger boxes rather than in the Bound Volume series. Ron agreed and thought that they should be labeled and categorized like the rest of the material that is already in Hollinger boxes. There is space for them in the middle room. Alex will begin writing document type, railroad ID, and descriptions.

Harry Bundy noted that the warehouse clean-up has turned up drawings (Size A through Size H) that can be trimmed and ironed without steaming. April's stash included 24 drawings of the Baltimore and Ohio's subsidiary, the Valley Railroad, dating from 1918. The line ran from Lexington to Salem, but was never built. Some grading was accomplished. There were revisions to the maps as late as December 1954.

Harry identified the drawing of the month from this group as HS-G00727, B&O's right-of-way map showing the Valley Railroad's terminal in Salem.

Landon Gregory is trying to get another one of the Mangle presses back in service. He found a new belt and will get it installed in May.

Ben Shank worked on electrical projects this month. He repaired a light in the warehouse and finished installing some outside lights.

Cecil Jones did some additional research on an e-mail inquiry and helped clean out some material in the warehouse.

Warehouse Initiatives (from Bob Bowers)

Work continues on the warehouse cleaning project with Bob Bowers, Charlie Schlotthober, Joe Shaw and Landon Gregory assisting. All Trains magazines binders have been given to the DVA store, freeing up about four feet of shelf space. Joe has been disposing of the paper and cardboard. Landon noted that all drawings have been removed from the floor and are rolled up in cardboard tubes on shelves.

The group found several "Dispatchers Record of Train Movements for the Connellsville District of the Pittsburgh Division." There are about 400 of them ranging from 1966 to 1973. There are only a few months for each year. They are being flattened and put into flat files in the middle room. Bob Bowers will enter them into the database.

The disposition of the surplus N&W Magazines and annual reports is pending. Overall, the project may regain up to 25% of the shelf space available.

Visitors

Frank Scheer researched drawings for Boyce Station

Daved Sandefur [spelling is not a typo] from the Grayson County Historical Society researched information on Fries, Virginia

GOB EAST (from Joe Shaw)

There were five attendees at the March GOB East work session. Alex Schust and Bruce Harper continued their research projects. Joe Shaw and Ron Davis scanned and flattened drawings. Roger Link flattened, sized and repaired drawings.

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2018 Convention-Save the Date!

Yes, it seems we just completed the 2017 Convention in Strasburg a week or two ago, but Convention Chairman Todd Arnett with Dean Taylor has been hard at work getting next year planned.

The Board has suggested that we try and set our convention schedule to the same general time in May of the ensuing years to allow members to be best prepared for the following year, as well, the Board has discussed options for having conventions in places that are not necessarily online to the original N&W.

To this vein, our 2018 Convention will be held at Spencer North Carolina centered around the North Carolina Transportation Museum. For those who are not familiar, Spencer has been the winter home for N&W 611 and is the location of its 2014-2015 restoration. Spencer also has one of the finest operations in the South, with a beautifully restored roundhouse and great facilities and a variety of equipment, including N&W.

Our Dates are May 17-19, 2018

Our hotels are the Holiday Inn Express, Salisbury, NC \$99.00 per night. Courtyard Marriott, (adjacent to Holiday Inn Express), Salisbury, NC \$119.00 per night.

We are looking for members to present clinics on subjects of interest to the membership. Please contact Todd Arnett at arnett@nwhs.org with your questions or to volunteer.

In addition, groups from the Southern, Atlantic Coast

Line/Seaboard and original Norfolk Southern are also planning on meeting at the same time. While it is not truly a joint convention, it offers the opportunity to meet and greet, and look over the other groups sales offerings. A tentative schedule follows, more details and a flyer will follow sometime in January.

Please Note: This Schedule is Tentative

Wednesday May 16th

3-7 PM BOD meeting part 1. Marriot conference room.

Thursday May 17th

8 - 1 PM BOD meeting part 2. Marriot conference room.

8 - 6 PM Registration, Marriot lobby.

9 - 5 PM Commissary, NCTM back shop.

Clinics - NCTM roundhouse orientation room:

10:00 AM - 11:00 AM

11:30 AM - 12:30 PM

1:00 PM - 2:00 PM

2:30 PM - 3:30 PM

4:00 PM - 5:00 PM

6:00 PM - 8:00 PM NCTM, meet and greet BBQ picnic.

Friday May 18th

8 - 3 PM Registration, Marriot lobby.

9 - 5 PM Commissary, NCTM back shop.

Tour 7:00 AM - 12:00 PM

Clinics - NCTM roundhouse orientation room:

11:30 AM - 12:30 PM

Norfolk & Western Historical Society

P.O. Box 13908

Roanoke, VA 24038

U.S.A.

1:00 PM - 2:00 PM

2:30 PM - 3:30 PM

4:00 PM - 5:00 PM

5:30-7 PM Modeling committee meeting, Courtyard Marriot conference room.

7 PM - ??? Virginian Special Interest Group meeting, Marriot conference room.

9:00 PM - 11:00 PM NCTM, night photo session (in the works).

Saturday May 19th

8 - 3 PM Registration, Marriot lobby.

9 - 5 PM Commissary, NCTM back shop.

9 - 11 AM Membership meeting, NCTM general purpose room.

Clinics - NCTM orientation room:

11:30 AM - 12:30 PM

1:00 PM - 2:00 PM

2:30 PM - 3:30 PM

5:00 PM - 5:45 PM Banquet happy hour, NCTM general purpose room.

6:00 PM - ??? Banquet, NCTM general purpose room.

Spencer North Carolina

May 17-19, 2018